

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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 (FOR KEY SEE REVERSE)

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1. The area of the plant of Motorlet, National Enterprise, in Stara Boleslav was 500 x 250 meters large and was situated within an angle formed by the Stara Boleslav - Vsetaty railroad line and by the Stara Boleslav - Hlavenec road, which runs along the eastern side of the plant. Along the southern side of the railroad track was an embankment, so that the plant could not be seen from the passing train. The whole plant was surrounded by a barbed-wire fence.

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2. The factory buildings were located in a wood. The trees were very close to the buildings, some only 20 cms from the building walls.

, its roofs were to be painted with camouflage coating. The factory included the following major structures:

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a. Assembly hall, approximately 16 meters high, of ferro-concrete framework, with skylights instead of a roof. It was divided into three sections. The walls of the western section were laid out with tiles to the height of 170 cm. and the floor was of artificial marble. In the middle of the room was a U-shaped channel, 80 cm. wide and 60 cm. deep. In its walls were grooves, 25 x 25 cm. large, 60 cm. deep, 2-1/2 meters apart from each other. Around the whole channel were small rails. Walls of the eastern section were also laid out with tiles to the height of 170 cm. No preparations were going on in the middle section. The assembly hall had pillars supporting a vault for cranes. All these pillars were fitted with double brackets for hinges of overhead rails. The cranes travelling on these overhead rails were to move crossways to each other.

b. Delivery hall, adjoining the eastern side of the assembly hall. It served also for storage of finished products. In the middle of this building was a ferro-concrete construction, on a four meters deep foundation, equipped

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with rails for an unloading crane. The crane travelled through the delivery hall to the assembly hall. The delivery hall was of ferro-concrete construction, with a vaulted roof. It had two rows of windows, so that it gave the impression of a two-story building.

- c. Underground fuel depot, about 10 meters deep. It contained about 12 containers, placed on concrete pedestals in a fan-shaped pattern. Outlets of these fuel containers led to another underground hall, which had a small tower, showing about two meters above the surface. Each container was equipped with a ventilator. These were about 18 meters long and three meters in diameter.
 - d. Ferro-concrete building, approximately 10 meters high, with engine brakes. It was divided into three sections. The middle section had about 10 brake chambers, laid out with tiles and insulated against heat. In the southern section were air intake channels, and in the northern section were gas outlets. Emergency exits led on to the roof and between the brake chambers.
 - e. Boiler room. Its floor is approximately five meters under the surface. In front of the boiler room was a concrete platform for coal. The boiler room was to be equipped with about four medium-size, high-pressure boilers.
 - f. Administration building, brick, two stories.
- 3. [] the plant employed some 300 employees. 25X1
 - 4. [] the machinery was supplied 25X1
by the Walter Plant¹ of Prague-Jinonice.
 - 5. Semi-finished products were brought in from various other plants.
 - 6. The plant assembled jet engines. These combined elements of the Russian and German types, but were said to be of better quality than the original Russian engines. Part of the product was said to be exported to the USSR and the rest to Rudy Letov² near Vodechedy.
 - 7. A guard was on duty day and night, and two members of the militia were constantly patrolling around the plant, armed with revolvers. Lubricants and oil, construction materials, the assembly hall, the brake chambers, and the underground fuel depot were guarded by a special patrol. Submachine guns and rifles, which belonged to the SVAZARM organization and which could be used by the guards, were stored in the guardroom.
 - 8. Some of the employees lived in workmen's huts in the plant area, some commuted from Prague, but the majority lived in the neighborhood of the plant.

[] Comments:

- 1. The former Walter Plant is now known as the Jan Sverma Plant of Motorlet, National Enterprise.
- 2. This plant is otherwise known as the Rudy Letov II Plant.

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